



# Legacy on Broad

1518 - 28 N. Broad Street,  
Philadelphia, PA 19121

## Civic Design Review

October 3<sup>rd</sup>, 2023

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## CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: **ZP-2023-**  
001507

What is the trigger causing the project to require CDR Review? Explain briefly.

The Project proposes more than 100,000 sq.ft. of new gross floor area and 100 new dwelling units.

### PROJECT LOCATION

Planning District: Lower North Council District: 5th

Address: 1518 - 28 N. Broad Street  
Philadelphia, PA

Is this parcel within an Opportunity Zone? Yes  No  Uncertain   
 If yes, is the project using Opportunity Zone Funding? Yes  No

### CONTACT INFORMATION

Applicant Name: The Legacy on Broad LLC  
By: E. Quigley, Esq., Ballard Spahr LLP Primary Phone: 215-864-8720

Email: quigleye@ballardspahr.com Address: 1735 Market Street, 51<sup>st</sup> Floor  
Philadelphia, PA 19103

Property Owner: JJG Broad/Temple under Developer Landmark Properties  
Unity of Use for future SPE

Architect: Cube3

### SITE CONDITIONS

Site Area: 40,400 sq.ft.

Existing Zoning: CMX-4 Are Zoning Variances required? Yes  No

Proposed Use:

Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):

21,079 sq.ft. of retail/commercial space on ground floor

360,798 gross sq.ft. of residential, including 142 multi-family and 147 group living units

Proposed # of Parking Units:

78 parking spaces in underground parking garage and 100 bicycle parking spaces and 2 loading spaces

### COMMUNITY MEETING

Community meeting held: Yes  No

If yes, please provide written documentation as proof.

If no, indicate the date and time the community meeting will be held:

Date: \_\_\_\_\_ Time: \_\_\_\_\_

### ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes  No  NA

If yes, indicate the date hearing will be held:

Date: \_\_\_\_\_



The proposed building is an environmentally sustainable, LEED-Gold Certified, 28-story mixed use development at 1518-28 N. Broad Street, named *The Legacy on Broad*. The building is made of non-combustible construction and supported by a post-tension concrete slab structure. The primary building materials will be brick veneer, metal panel, and a variety of StoPanel finishes to achieve the conceptual design intent.

The project seeks to contribute to the current neighborhood context and will engage N. Broad Street with retail and residential lobby frontage. Along the length of the N. Broad Street ground floor contains over 20,000 sf of retail space for future tenants. At the corner of N. Broad Street and W. Oxford Street contains over 6,000 sf of outdoor public plaza with the main residential lobby entrance. The loading and trash for the building is located at the back of the building along N. Carlisle St.

The residential portion of the building above contains 289 units and 868 beds. The residential amenities include; bicycle storage, dog wash, fitness, study rooms, lounge spaces, and a roof deck with a pool. The building also includes an underground parking garage with parking for both the retail and residential tenants.

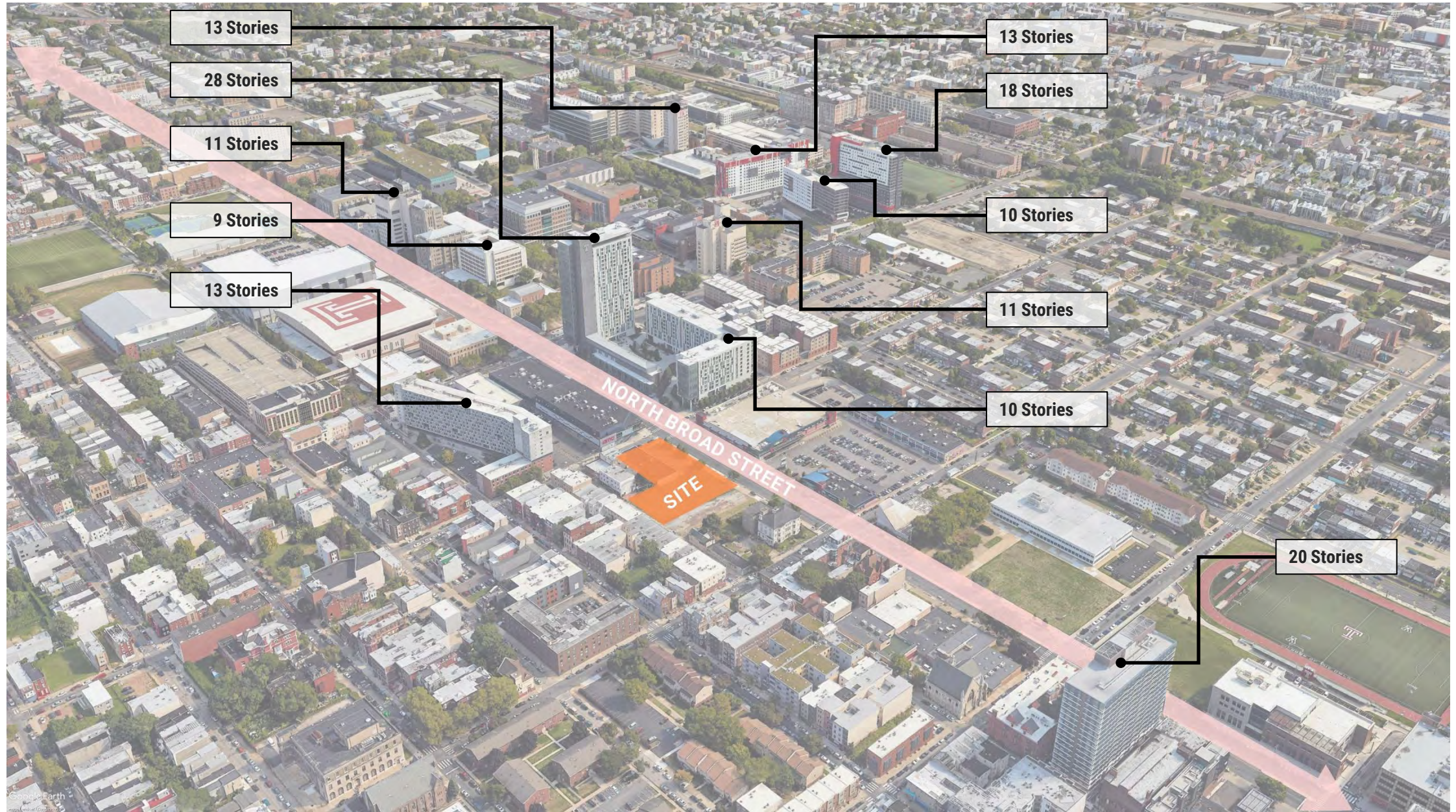
The projects design is centered around two major building design elements. The first is the 28-story tower portion of the building where strong undulating verticals carry the visual up the building. The second is the 11-story base portion of the building that appears to intersect the tower with a strong frame element. These two design elements work together to provide a contextual design language to both the mid and high rises of Temple University and the surrounding neighborhood area.

TEMPLE UNIVERSITY

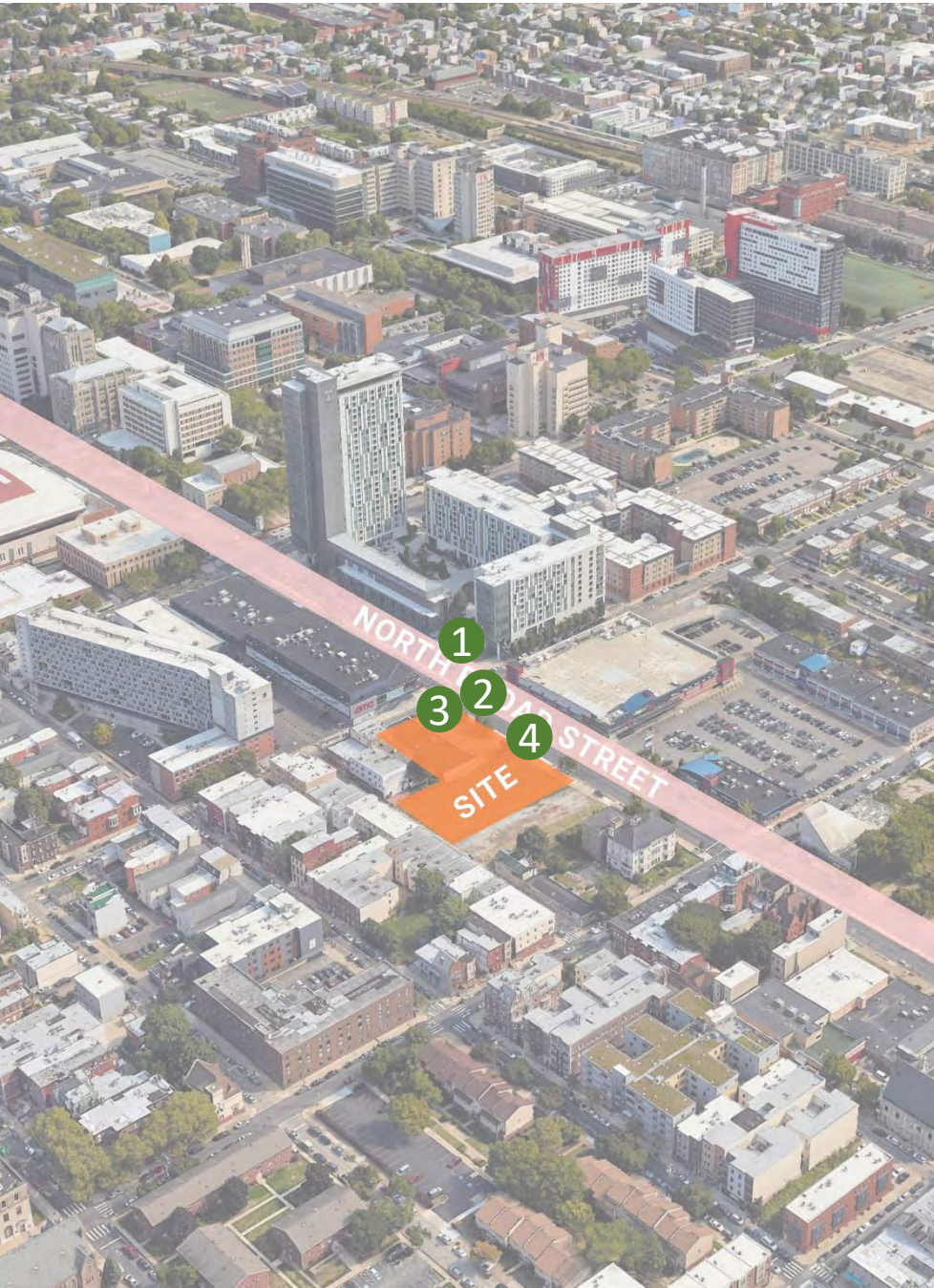


DOWNTOWN

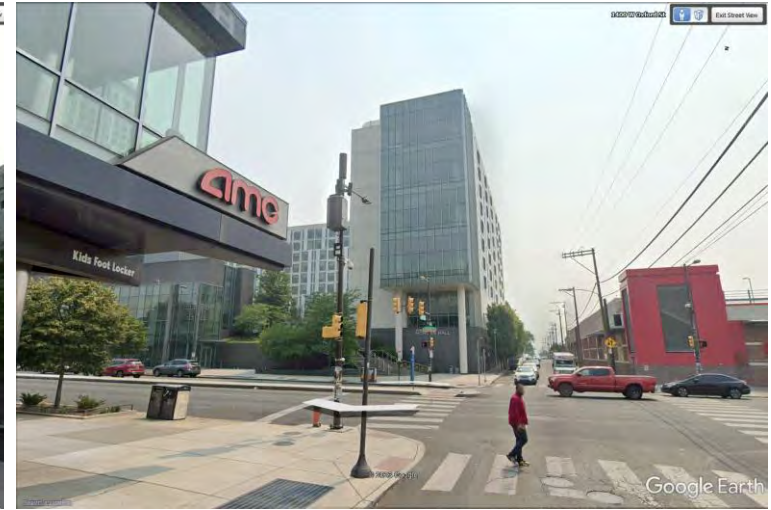




# Legacy on Broad - Existing Conditions



1



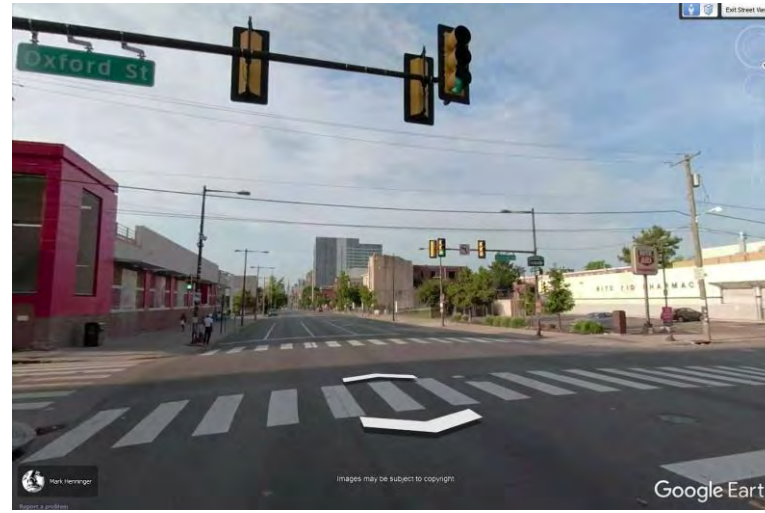
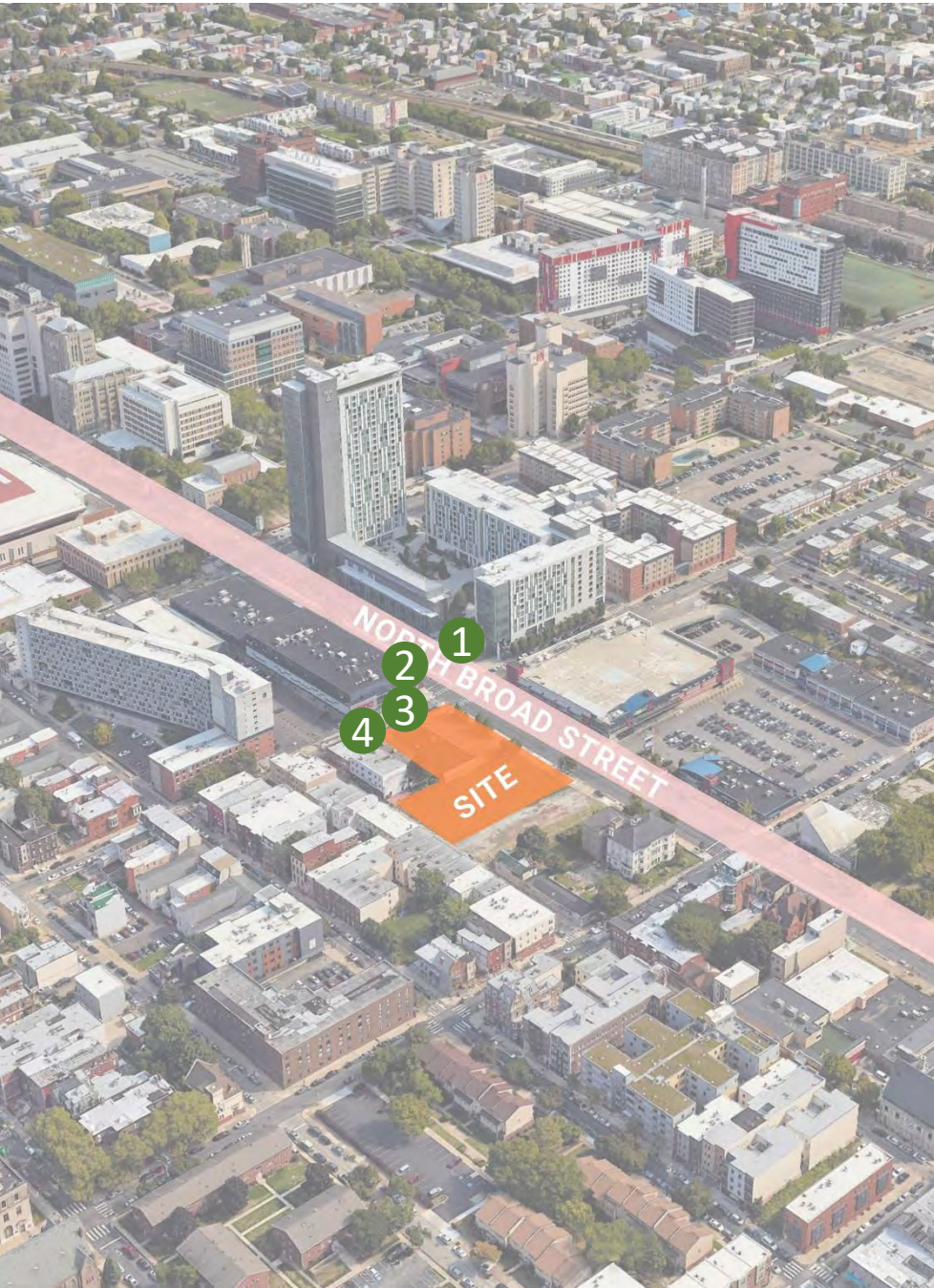
2



3



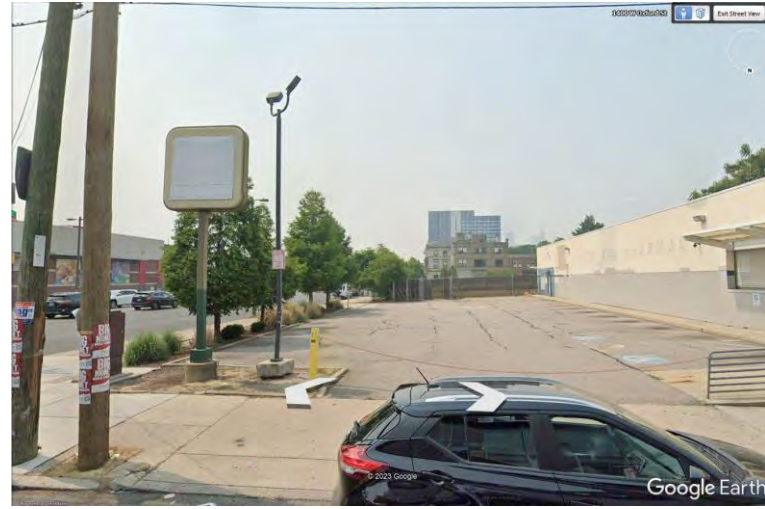
4



1



2



3



4



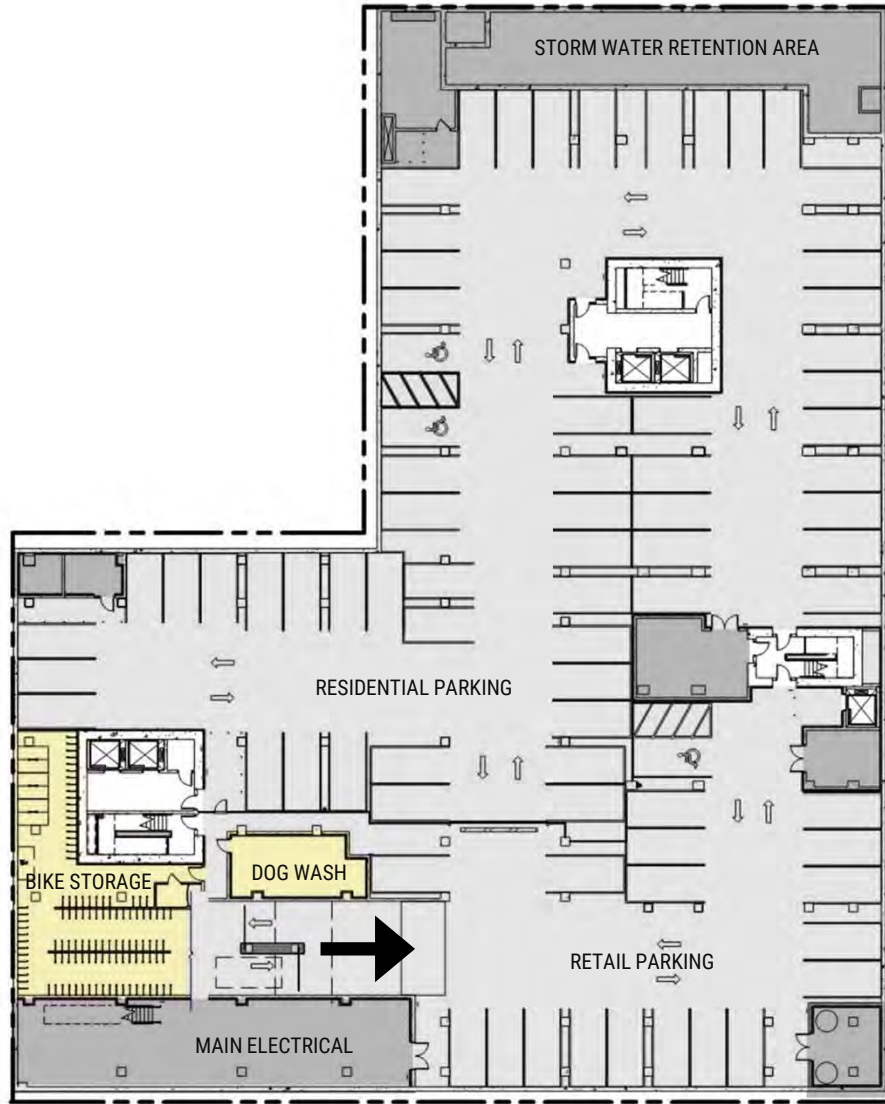




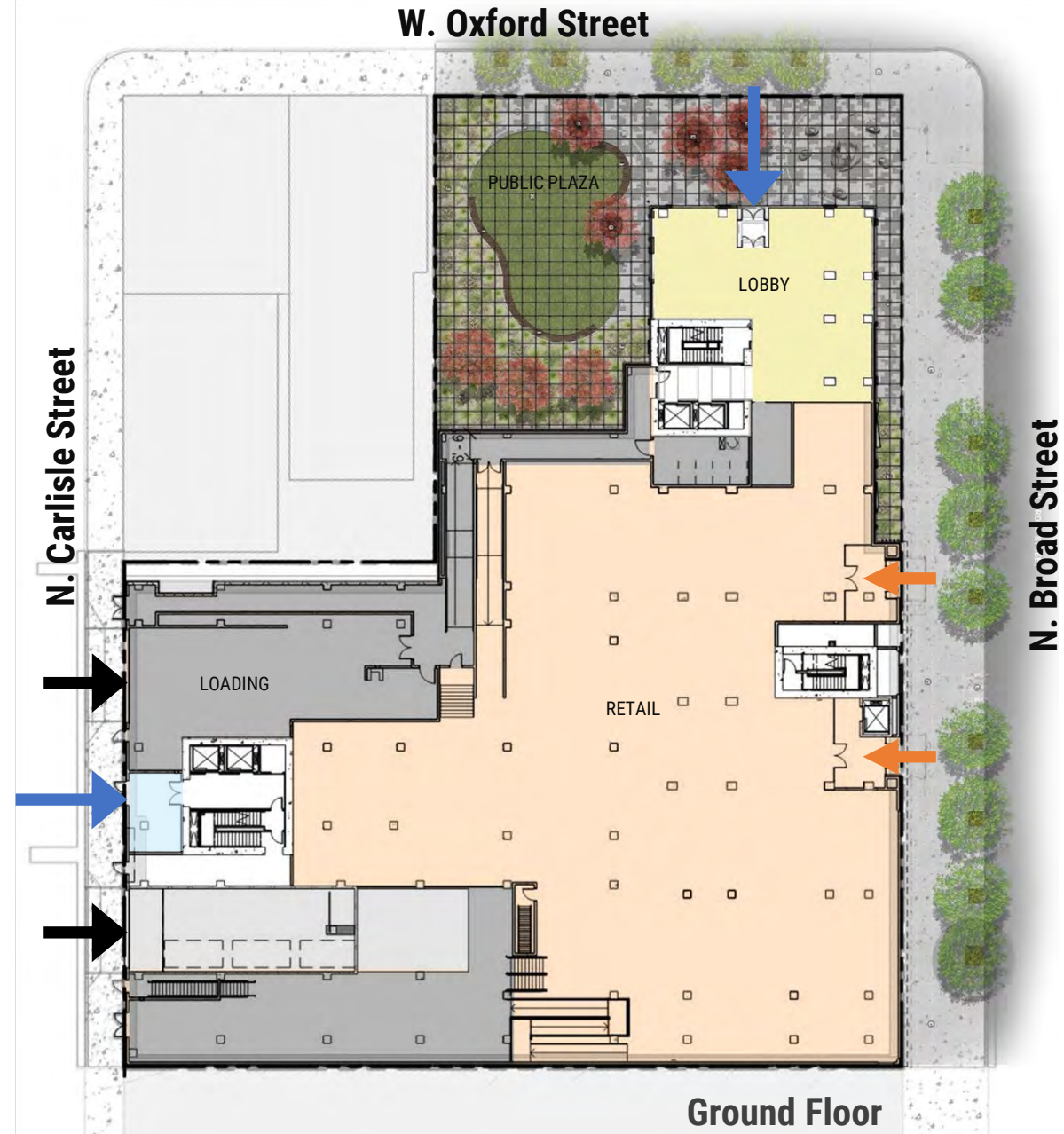


**Plan Legend**

- Parking
- Storage / Service
- Amenities
- Retail
- Vehicle Entry
- Resi Entry
- Retail Entry



**Underground Level**

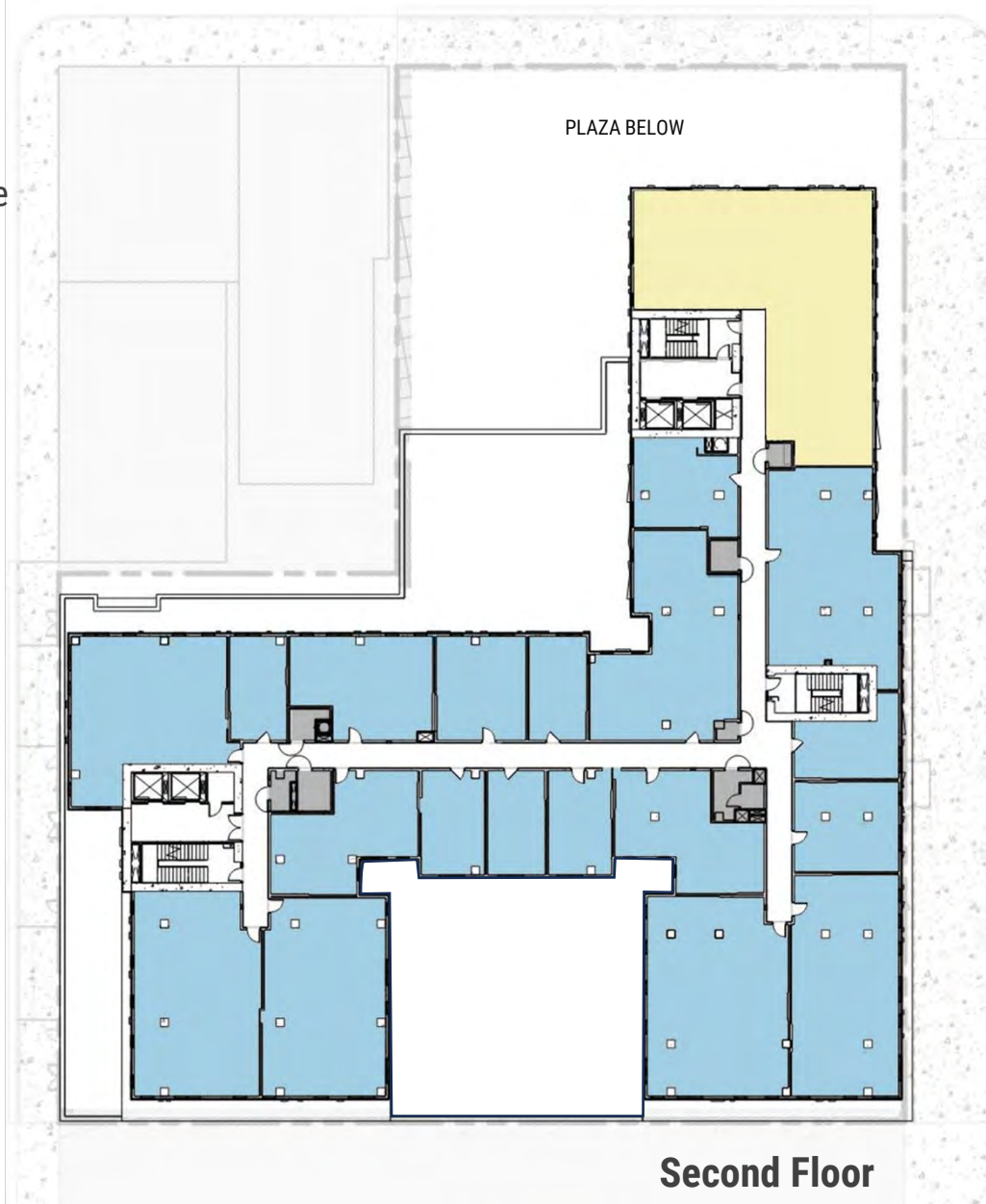


**Ground Floor**



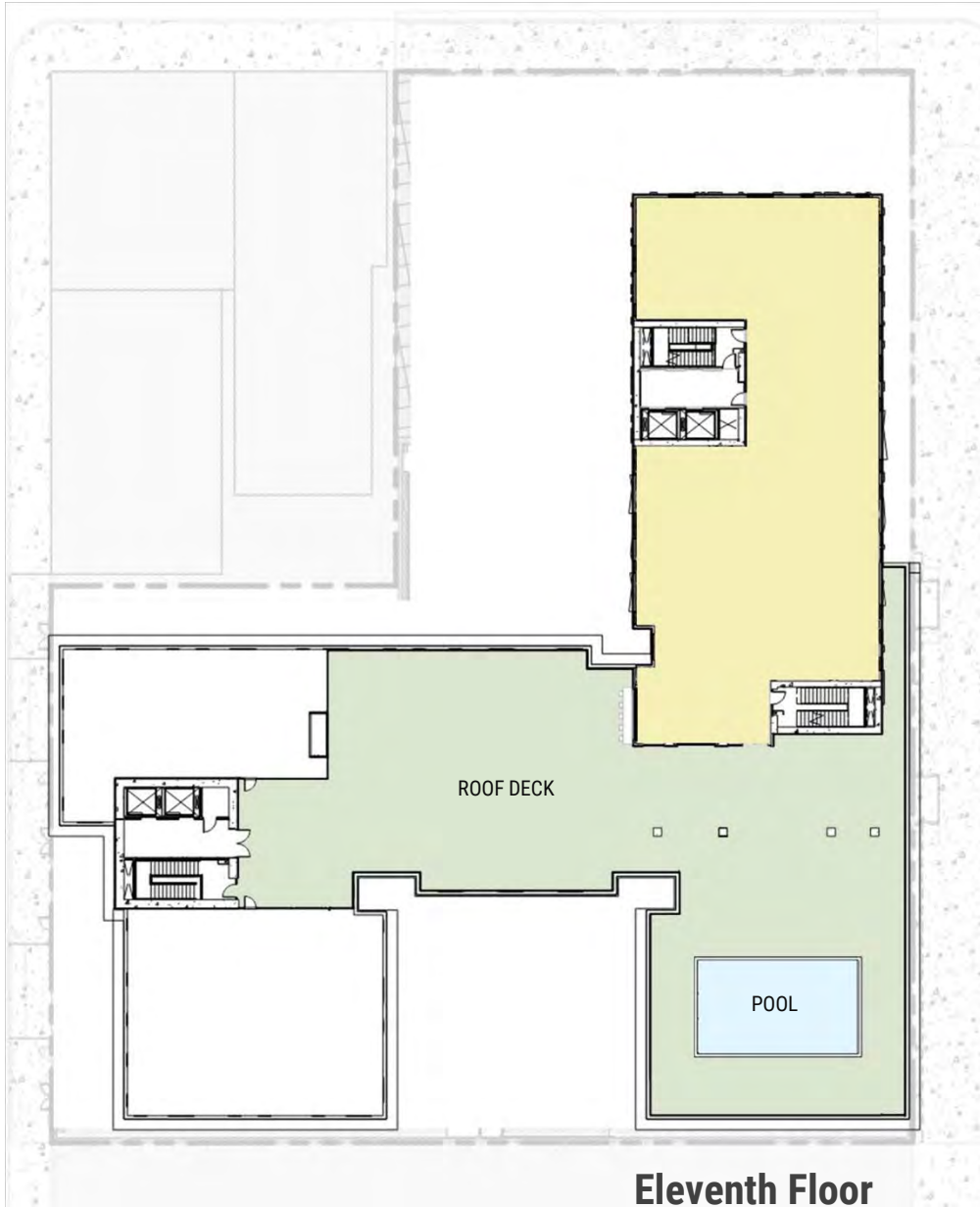
### Plan Legend

- Residential
- Storage / Service
- Amenities

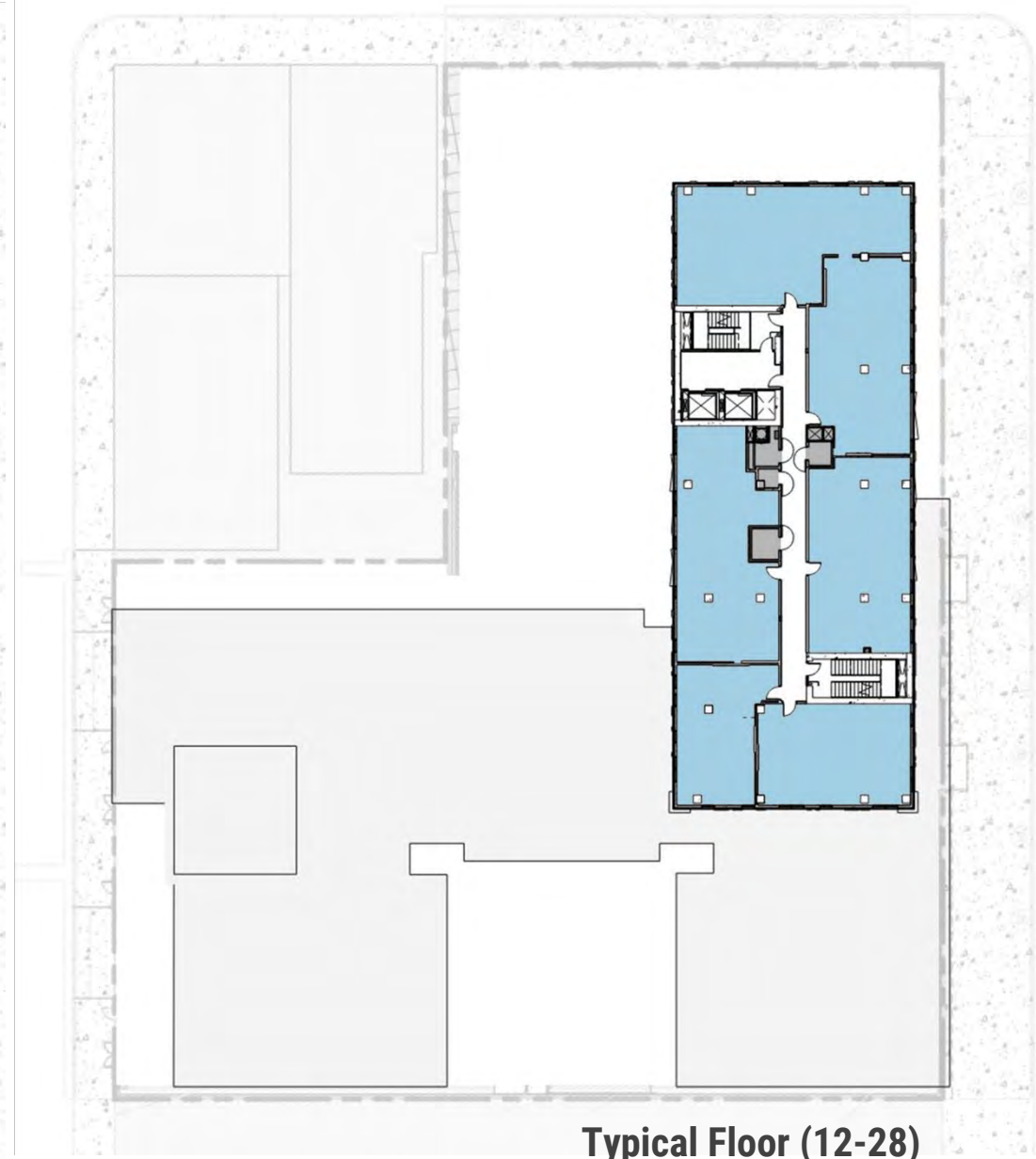


**Plan Legend**

- Residential
- Storage / Service
- Amenities



**Eleventh Floor**

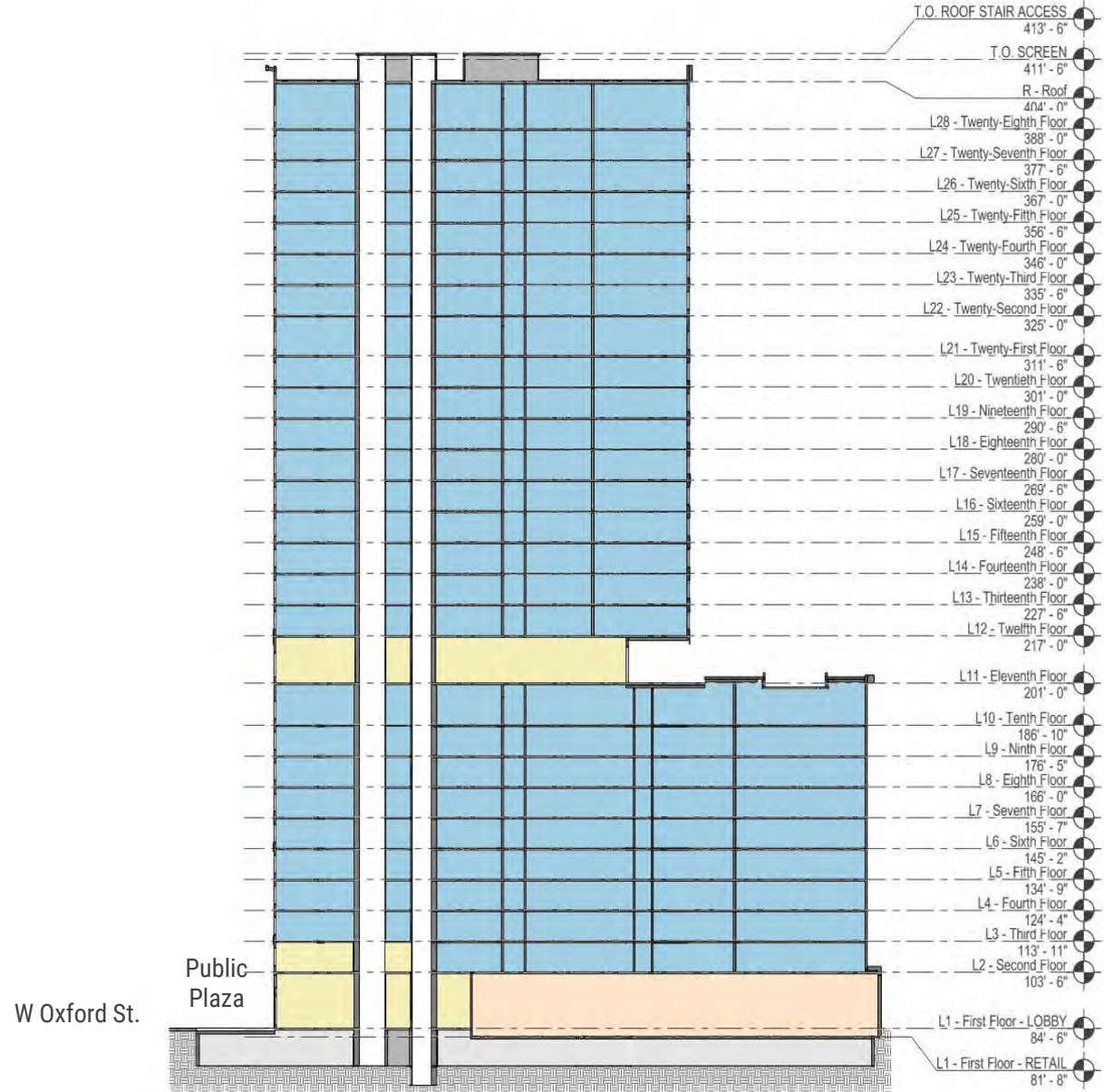


**Typical Floor (12-28)**



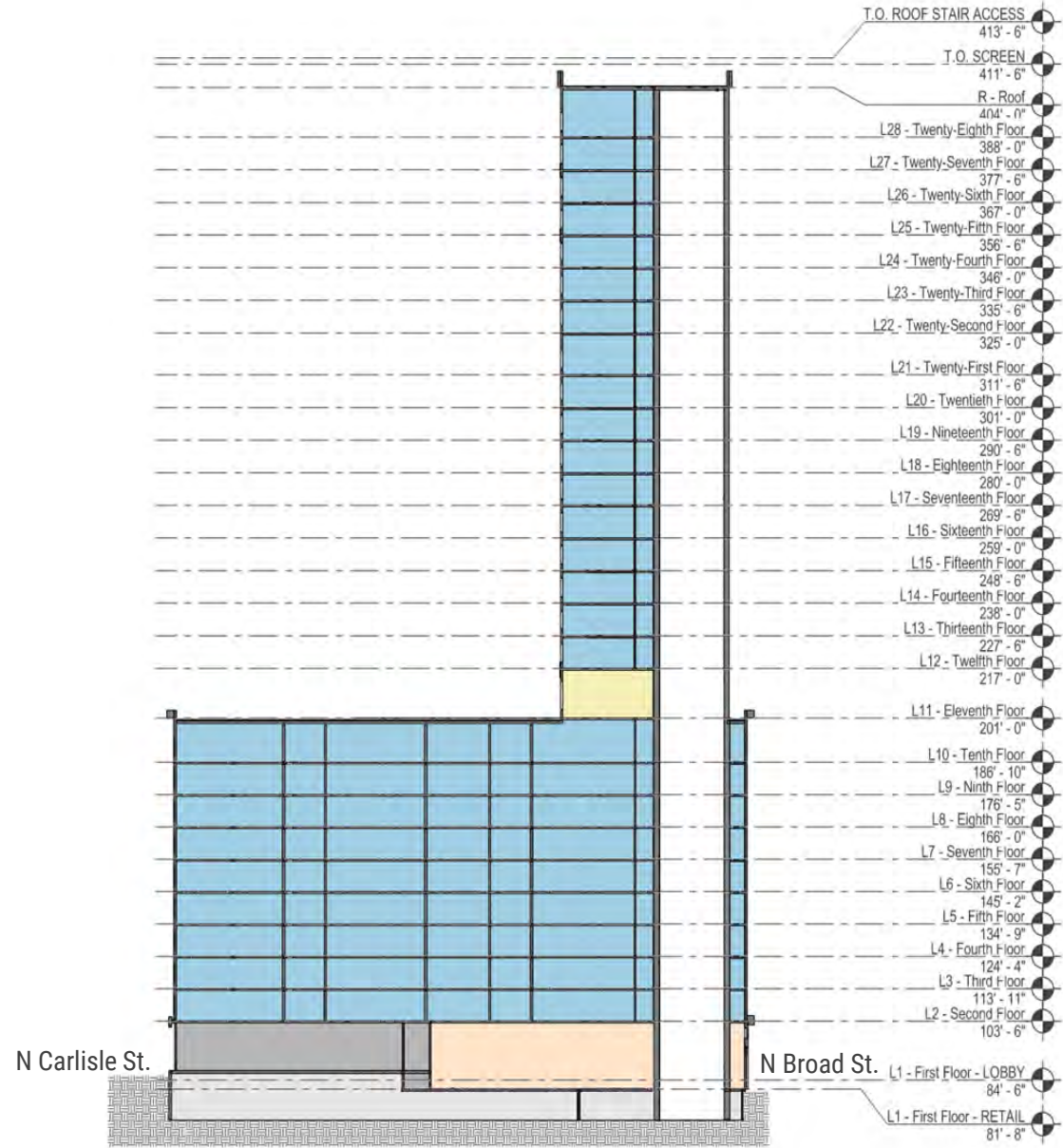
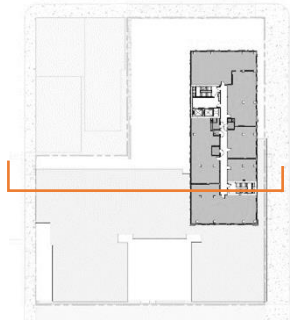
### Plan Legend

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## Plan Legend

- Parking
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- Amenities
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- Residential





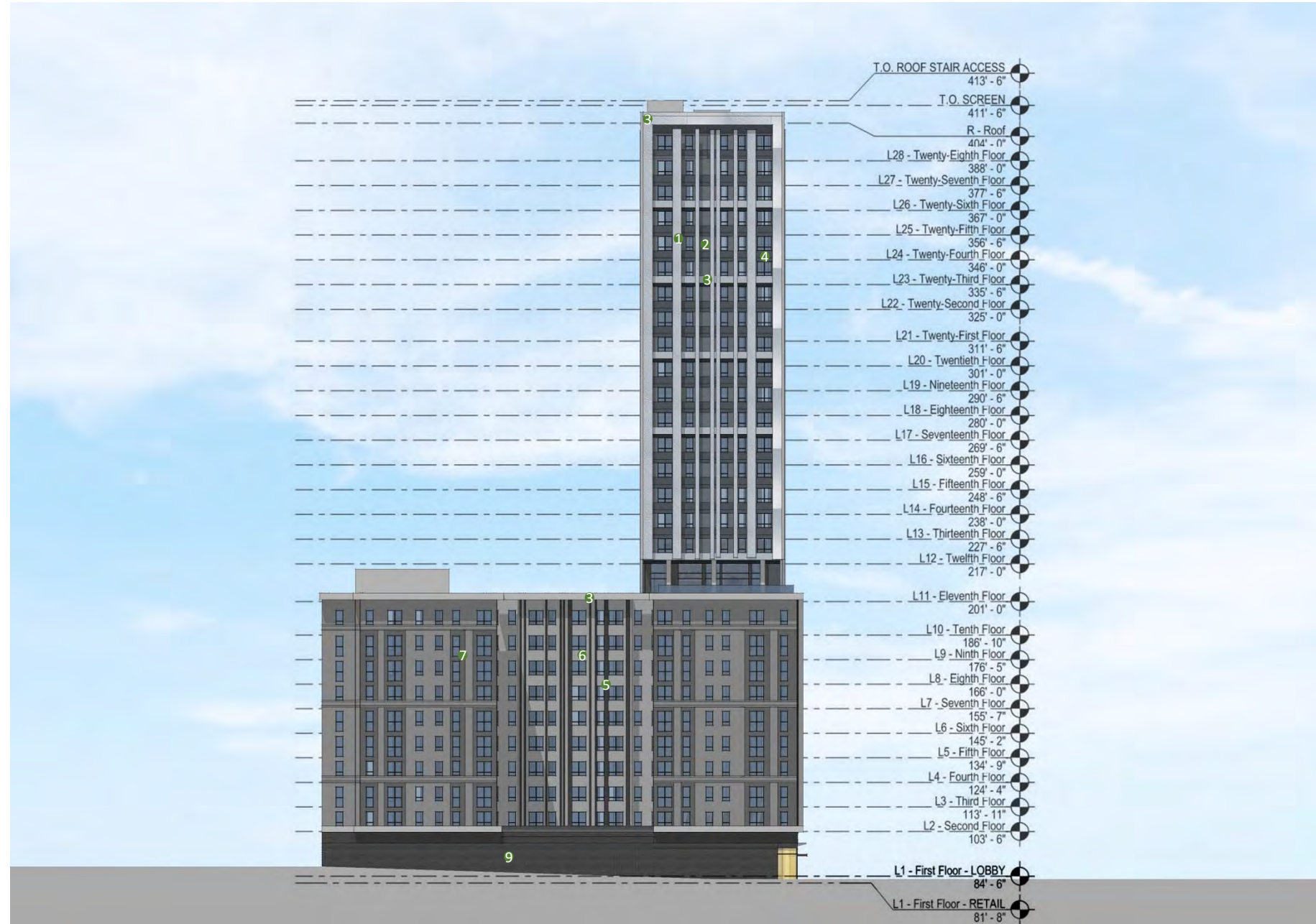
### Material Key

- 1** Sto Metallic Wall Panel System  
Color: Light Grey
- 2** Sto Wall Panel System  
Color: Cool Grey
- 3** Sto Wall Panel System  
Color: Cool Light Grey
- 4** Sto Wall Panel System  
Color: Cool Dark Grey
- 5** Sto Wall Panel System  
Color: Dark Grey
- 6** Sto Wall Panel System  
Color: Warm Grey
- 7** Sto Wall Panel System  
Color: Dark Warm Grey
- 8** Metal Panel  
Color: Light Grey
- 9** Brick Veneer System  
Color: Dark Grey



### Material Key

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Civic Sustainable Design Checklist – Updated September 3, 2019

## Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock.
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
<b>Location and Transportation</b>		
(1) Access to Quality Transit	Locate a functional entry of the project within a 1/4 mile (400 meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, project within 1/4 mile accessing Cecil B. Moore / Broad Street subway - Owl Line
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	Yes, all new parking designed to be within the building footprint, at basement floor level
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	Yes, our project will meet this requirement and have 4 Electric Vehicle parking spaces designated with signage & equipment. (78 total parking spaces, at 5% = 78 x 0.05 = 4)
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building's exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)	Yes, our building not adjacent to any railways so we meet setbacks
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No, our project is not planning on bike share station. We are design for bike hoops along N Broad

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Civic Sustainable Design Checklist – Updated September 3, 2019

<b>Water Efficiency</b>		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	Yes, tracking reduced irrigation path
<b>Sustainable Sites</b>		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	Not pursuing
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department (PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	Not pursuing these paths beyond PWD stormwater requirements for our project site
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, hardscapes will meet option A with reflectance ratings SRI greater than 29
<b>Energy and Atmosphere</b>		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. <sup>1</sup>	Yes, project being designed to meet IECC, 2018 edition
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? <sup>2</sup> •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	Yes, project pursuing LEED Gold certification and tracking to achieve 10%+ energy savings

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Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. <sup>3</sup>	N/A
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	No, project not pursuing renewable energy on-site
<b>Innovation</b>		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	Yes, LEED Gold certification Green Cleaning Green Extinction Green Education

<sup>1</sup> Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

<sup>2</sup> Title 4 The Philadelphia Building Construction and Occupancy Code  
See also, "The Commercial Energy Code Compliance" information sheet: <https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet-Final.pdf>  
and the "What Code Do I Use" information sheet: <https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

<sup>3</sup> LEED 4.1, Optimize Energy Performance in LEED v4.1  
For Energy Star: [www.energystar.gov](http://www.energystar.gov)  
For Passive House, see [www.phius.org](http://www.phius.org)

<sup>4</sup> Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

3

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS

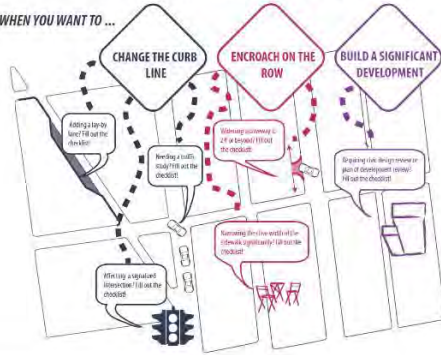
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

### WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT: \_\_\_\_\_

DATE \_\_\_\_\_

FINAL STREETS DEPT REVIEW AND COMMENT: \_\_\_\_\_

DATE \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

- This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.
- All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.
- All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.
- Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.
- ADA curb-ramp designs must be submitted to Streets Department for review
- Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiacityplanning.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:
  - o Placing of a new street;
  - o Removal of an existing street;
  - o Changes to roadway grades, curb lines, or widths; or
  - o bike or striking a city utility right-of-way.

Complete Streets Review Submission Requirement\*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - o FULLY DIMENSIONED
  - o CURB CUTS/DRIVEWAYS/LAYBY LANES
  - o TREE PITS/LANDSCAPING
  - o BICYCLE RACKS/STATIONS/STORAGE AREAS
  - o TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - o FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - o PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - o PROPOSED TREE PITS/LANDSCAPING
  - o BICYCLE RACKS/STATIONS/STORAGE AREAS
  - o TRANSIT SHELTERS/STAIRWAYS

\*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### GENERAL PROJECT INFORMATION

1. PROJECT NAME  
The Legacy on Broad
  2. APPLICANT NAME  
Nick Lev
  3. APPLICANT CONTACT INFORMATION  
315 Oconee St, Athens, GA 30601  
919-747-1397  
[Nick.Lev@landmarkproperties.com](mailto:Nick.Lev@landmarkproperties.com)
  5. OWNER NAME  
Landmark Properties
  6. OWNER CONTACT INFORMATION  
Nick Lev, 315 Oconee St, Athens, GA 30601  
919-747-1397  
[Nick.Lev@landmarkproperties.com](mailto:Nick.Lev@landmarkproperties.com)
  7. ENGINEER / ARCHITECT NAME  
Thomas Friese
  8. ENGINEER / ARCHITECT CONTACT INFORMATION  
1900 Market St, Ste 300, Philadelphia, PA 19103  
215-254-7781  
[tfriese@pennoni.com](mailto:tfriese@pennoni.com)
  9. STREETS: List the streets associated with the project. Complete Streets Types can be found at [www.phila.gov/map](http://www.phila.gov/map) under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook. Also available here: <http://metadata.phila.gov/#home/dataset/details/5543867320583086178c4f34/>
- | STREET                 | FROM                    | TO                     | COMPLETE STREET TYPE           |
|------------------------|-------------------------|------------------------|--------------------------------|
| <u>Broad Street</u>    | <u>Jefferson Street</u> | <u>Oxford Street</u>   | <u>Civic/Ceremonial Street</u> |
| <u>Oxford Street</u>   | <u>Broad Street</u>     | <u>Carlisle Street</u> | <u>City Neighborhood</u>       |
| <u>Carlisle Street</u> | <u>Jefferson Street</u> | <u>Oxford Street</u>   | <u>Local</u>                   |
4. PROJECT AREA: list precise street limits and scope  
The project area currently consists of a 1-story masonry structure and associated parking lot to the north and a grass lot to the south. The site is bounded by West Oxford Street to the north, North Carlisle Street to the west, an empty lot to the south, and North Broad Street to the east. The project proposes a 29-story residential structure with underground parking and ground level retail.
  11. Does the Existing Conditions site survey clearly identify the following existing conditions with dimensions?
 

a. Parking and loading regulations in curb lanes adjacent to the site	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
b. Street Furniture such as bus shelters, honor boxes, etc.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
c. Street Direction	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	
d. Curb Cuts	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
f. Building Extensions into the sidewalk, such as stairs and stoops	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



APPLICANT: General Project Information

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: General Project Information

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB)	CITY PLAN SIDEWALK WIDTH
	Required / Existing / Proposed	Existing / Proposed
<b>Broad Street</b>	20 / 22 / 22	22 / 22
<b>Oxford Street</b>	12 / 12 / 12	10 / 10
<b>Carlisle Street</b>	10 / 10 / 11.5	10 / 10
_____	____ / ____ / ____	____ / ____

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE
	Required / Existing / Proposed
<b>Broad Street</b>	10 / 16 / 16
<b>Oxford Street</b>	6 / 8 / 8
<b>Carlisle Street</b>	5 / 6 / 7.5
_____	____ / ____ / ____

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to: driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

#### EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<b>Curb Cut</b>	24'	<b>Broad Street</b>
<b>Curb Cut</b>	24'	<b>Oxford Street</b>
_____	_____	_____

#### PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
<b>Curb Cut</b>	11'	<b>Carlisle Street</b>
<b>Curb Cut</b>	10'	<b>Carlisle Street</b>
<b>Curb Cut</b>	23'	<b>Carlisle Street</b>
_____	_____	_____

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day? YES  NO

DEPARTMENTAL APPROVAL

YES  NO

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The existing sidewalks and furnishing zones will be maintained and are in general conformance with the Complete Streets Manual. The Walking Zone on Carlisle Street will increase slightly to provide additional room for pedestrians.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Broad Street	No min. / N/A
Oxford Street	No min. / N/A
Carlisle Street	No min. / N/A

17. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Broad Street	5' / 6' / 6'
Oxford Street	4' / 4' / 4'
Carlisle Street	3.5' / 4' / 4'

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

- |                    |  |                       |  |
|--------------------|--|-----------------------|--|
| • Bicycle Parking  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Lighting         | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Benches          | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Street Trees     | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Street Furniture | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |

19. Does the design avoid tripping hazards?

YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in Item 13, or requires an exception

YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

## COMPLETE STREETS HANDBOOK CHECKLIST

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### BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8) YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO
22. Does the design maintain adequate visibility for all roadway users at intersections? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: Existing lighting and bike parking will be maintained and protected throughout construction.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

## COMPLETE STREETS HANDBOOK CHECKLIST

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### BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
Broad Street	79	0 / 0	0 / 0	0 / 79
Oxford Street	17	0 / 0	0 / 0	0 / 17
Carlisle Street	N/A	0 / 0	0 / 0	0 / 0

25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?

- |                                |  |                       |  |
|--------------------------------|--|-----------------------|--|
| • Conventional Bike Lane       | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Buffered Bike Lane           | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Bicycle-Friendly Street      | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| • Indego Bicycle Share Station | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |                       | YES <input type="checkbox"/> NO <input type="checkbox"/> |

26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES  NO  N/A  DEPARTMENTAL APPROVAL YES  NO

APPLICANT: Bicycle Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

## COMPLETE STREETS HANDBOOK CHECKLIST

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### CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- |   |  |   |
|---|--|---|
| 28. Does the design limit conflict among transportation modes along the curb?   | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations?                           | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? |  | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

**APPLICANT: Curbside Management Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Curbside Management Component**  
Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

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### VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, identify existing and proposed lane widths and the design speed for each street frontage:

STREET	FROM	TO	LANE WIDTHS <small>Existing / Proposed</small>	DESIGN SPEED
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____
_____	_____	_____	____/____	_____

- |   |  |   |
|---|--|---|
| 33. What is the maximum AASHTO design vehicle being accommodated by the design?   | SU-30  | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 34. Will the project affect a historically certified street? An <a href="#">inventory of historic streets</a> <sup>(1)</sup> is maintained by the Philadelphia Historical Commission. | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 35. Will the public right-of-way be used for loading and unloading activities?  | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 36. Does the design maintain emergency vehicle access?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 37. Where new streets are being developed, does the design connect and extend the street grid?  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 38. Does the design support multiple alternative routes to and from destinations as well as within the site?  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?  | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>                              | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

**APPLICANT: Vehicle / Cartway Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Vehicle / Cartway Component**  
Reviewer Comments: \_\_\_\_\_

(1) [http://www.philadelphiastreet.com/images/uploads/documents/Historical\\_Street\\_Paving.pdf](http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf)

## COMPLETE STREETS HANDBOOK CHECKLIST

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### URBAN DESIGN COMPONENT (Handbook Section 4.8)

- |  |  |   |
|--|--|---|
| 40. Does the design incorporate windows, storefronts, and other active uses facing the street?   | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?                                | YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| 42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |

**APPLICANT: Urban Design Component**  
Additional Explanation / Comments: \_\_\_\_\_

**DEPARTMENTAL REVIEW: Urban Design Component**  
Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### URBAN DESIGN COMPONENT (Handbook Section 4.8)

DEPARTMENTAL APPROVAL  
YES  NO

40. Does the design incorporate windows, storefronts, and other active uses facing the street? YES  NO  N/A
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)? YES  NO  N/A
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site? YES  NO  N/A

APPLICANT: Urban Design Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

44. Does the design minimize the signal cycle length to reduce pedestrian wait time? YES  NO  N/A
45. Does the design provide adequate clearance time for pedestrians to cross streets? YES  NO  N/A
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings? YES  NO  N/A
- If yes, City Plan Action may be required.*
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?
- |                               |   |   |
|-------------------------------|---|---|
| ▪ Marked Crosswalks           | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | DEPARTMENTAL APPROVAL<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Pedestrian Refuge Islands   | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| ▪ Signal Timing and Operation | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
| ▪ Bike Boxes                  | YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/>                          |
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections? YES  NO  N/A
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety? YES  NO  N/A

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: \_\_\_\_\_

## COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



### ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: \_\_\_\_\_

DEPARTMENTAL REVIEW

Additional Reviewer Comments: \_\_\_\_\_



THANK YOU